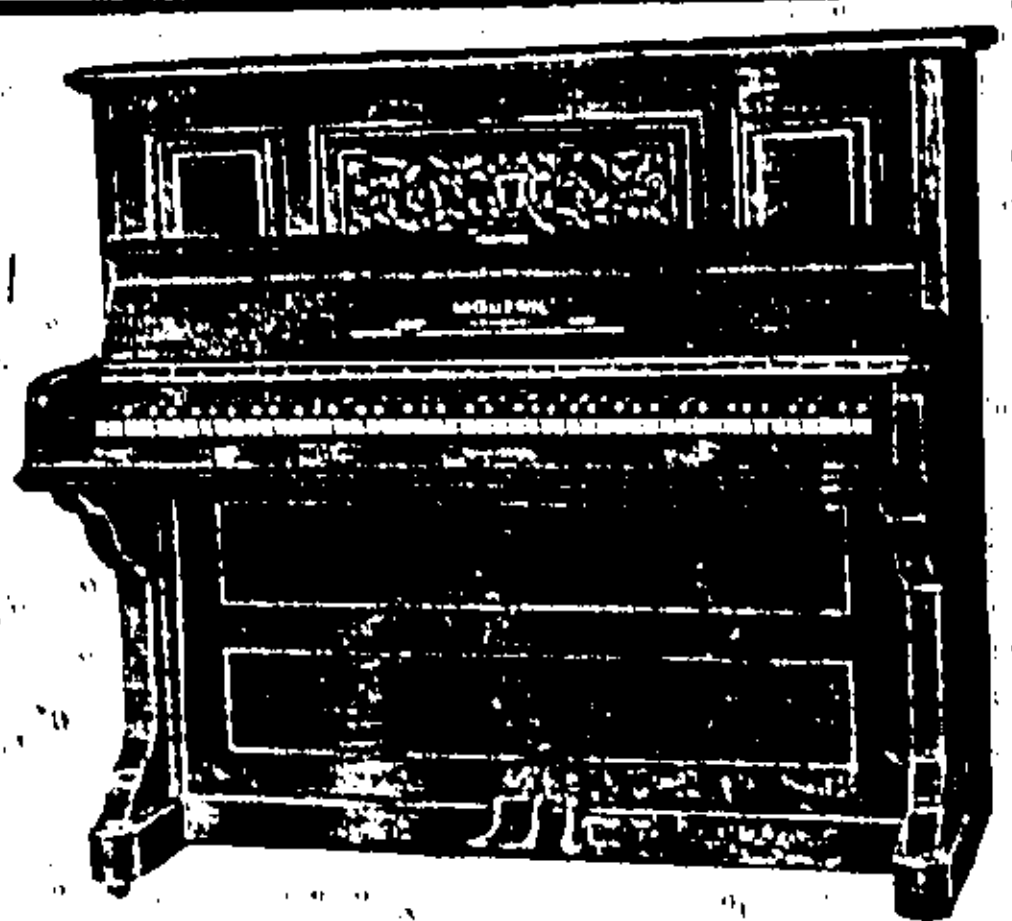


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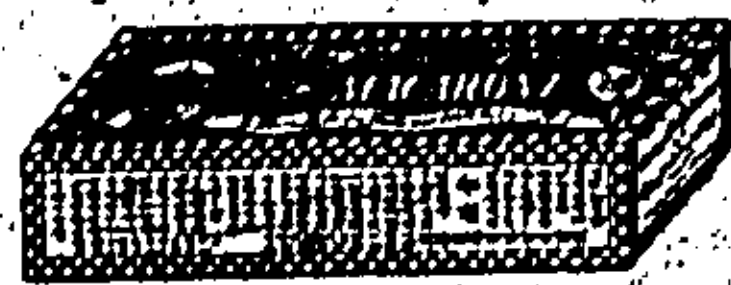
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SPORT.

FRIENDLY MATCHES.

CRAIGENGOWER DEFEAT HONGKONG C.C.

The Craigengower Club scored a very creditable victory, on Saturday, against the Hongkong Club, thanks solely to some very free hitting by Omar and Goldenberg. Seven Craigengower wickets had fallen for 103 runs when Omar went in and converted the prospect of defeat into a victory. In this task he was helped by Sousa, who played with great steadiness, and by Goldenberg, who hit out at everything during the short time he was at the wickets. Craigengower won by two wickets. Scores:—

HONGKONG C.C.	
E. W. Day, c and b Wickett	43
E. J. R. Mitchell, b Wickett	34
C. Blaker, b Wickett	3
P. de Paravicini, c Sousa, b Abbas	19
R. A. Brand, c Omar, b Wickett	1
J. D. Humphreys, not out	30
A. Burnie, c Thompson, b Charr	21
P. Jacks, run out	8
Extras	53
Total (for 7 wickets declared)	161

H. E. Hollands, A. K. Mackenzie and F. Sutton, did not bat.

Bowling Analysis.	
Omar	11 0 31 1
Abbas	19 1 72 1
Wickett	14 1 48 4

CRAIGENGOWER.	
R. C. Wickett, c and b Day	13
D. M. Goodall, c and b Burnie	22
F. G. Thompson, c Day, b Paravicini	7
B. W. Bradbury, b Burnie	16
R. Busa, c Paravicini, b Ham	1
M. H. Abbas, b Humphreys	6
C. Kennedy, b Brand	10
U. Omar, not out	46
A. Sousa, b.w., b Paravicini	13
A. Goldenberg, not out	11
S. Jex, did not bat	0
Extras	13
Total (for 8 wickets)	164

Bowling Analysis.	
Day	14 3 44 1
Paravicini	8 1 43 2
Burnie	6 3 40 2
Humphreys	5 0 20 2
Brand	5 0 20 1

STAFF AND DEPTS. v. C.R.C.

Some good batting was witnessed in this match played on the Causeway Bay ground. Major Bowen, Lt. Col. Cokes, Ng Sze Kwong and G. Lee distinguished themselves, though the last-named gave more than one catch. Cokes and Ng Sze Kwong batted extremely well. The match was drawn. Scores:—

STAFF AND DEPARTMENT.	
Col. Humphreys, c and b Yew Man	11
Cpl. Horrocks, b Lai	5
Lt. Cavanagh, c and b Yew Man	1
Extras	2
Cpl. Connor, c Wei, b Un Hew	26
Fan	40
Major Bowen, c Yew, b Lee	42
Lt. Col. Cokes, c Wang, b Lee	48
Cpl. Bundle, c and b Lee	0
Lt. Cpl. Ellarby, c Lee, b Yew	16
Sgt. Scouler, c Wei, b Lee	1
Cpl. Glenn, not out	13
Pte. Rhodes, did not bat	0
Extras	13
Total (for 9 wickets)	182

Bowling Analysis.	
Lai Yim To	9 0 40 1
Yew Man Tsun	15 1 54 3
Un Hew Fan	7 0 30 1
Ng Sze Kwong	5 2 7 0
Geo. Lee	9 0 32 4

C.R.C.	
C. Chou, run out	0
Un Hew Fan, b Cavanagh	0
Sze Kwong, c Brown, b Cavanagh	36
G. Lee, c and b Cavanagh	57
Lai Yim To, b Connor	8
J. Wong, run out	7
Wei Lee San, b Cavanagh	3
Yew Man Tsun, not out	3
Yew Man Hon, not out	0
Extras	5
Total (for 7 wickets)	138

To Man Pan and C. F. Lee, did not bat.

Bowling Analysis.	
Cpl. Connor	13 3 42 1
Lt. Cavanagh	10 1 31 4
Brown	5 0 36 0
Rhodes	4 0 32 0

KOWLOON DEFEAT THE INDIANS.

Kowloon gave the Indians (who were not as strongly represented as they should have been) a tremendous leather-hunting at Kowloon on Saturday. Claxton carried out his bat till the innings was declared, and did not give a semblance of a chance. Kowloon won by 155 runs. Scores:—

K.C.C.	
J. P. Robinson, c and b A. A.	35
Rumjahn	107
A. A. Claxton, not out	107
B. D. Evans, c Parabhai	21
Arayll	8
E. L. Braga, b S. A. Ismail	8
B. Braga, c Moosden, b Ismail	6
G. I. Stapleton, hit wicket, b Ismail	1
J. Stalker, not out	31
Extras	7
Total (for 5 wickets declared)	216

Elson, Carr, Cobb and Pestonji did not bat.

Bowling Analysis.

O. M. R. W.	
G. C. Earle	11 0 46 0
A. H. Ramjahn	6 0 48 0
G. Parabhai	5 0 31 0
A. A. Ramjahn	3 0 14 1
A. el Arculli	5 0 39 1
S. A. Ismail	5 0 32 1

I.R.C.	
A. el Arculli, run out	0
S. H. Ismail, run out	2
A. H. Ramjahn, c and b Cobb	2
A. A. Ramjahn, b Evans	1
S. A. Ismail, c E. L. Braga, b Cobb	9
E. Moosden, c Evans, b Cobb	10
G. C. Earle, c and b Braga, b Cobb	10
S. D. Ismail, c Braga, b Cobb	14
G. Parabhai, c Evans, b Cobb	2
R. Nazarin, c Carr, b Cobb	6
E. Sadick, not out	0
Extras	3
Total	61

Bowling Analysis.	
P. H. Cobb	14 3 54 7
B. D. Evans	2 1 14 1
R. Pestonji	4 1 7 0
J. Stalker	1 0 1 0

R.G.A. DEFEAT CIVIL SERVICE.

A. E. Wood showed a welcome return to form on Saturday, when he played right through the Civil Service innings against the R.G.A. Capt. Davies performed a remarkable bowling feat by taking 4 wickets for one run. The R.G.A. overhauled their opponent's score when only four wickets had fallen, and won the match by six wickets. Scores:—

CIVIL SERVICE.	
A. E. Wood, not out	34
H. E. Stranke, c Talfourd, b Bryson	1
Dr. Smalley, c Talfourd, b Bryson	3
G. Piercy, b Bryson	0
H. Edmunds, b.w., b Olliver	0
F. J. Ling, b Bryson	1
F. Thurstield, b Bryson	4
R. Taylor, b Davies	0
G. Fitcher, b Davies	0
G. Haskett, b Davies	0
S. E. Alderman, b Davies	0
Extras	5
Total	72

Bowling Analysis.

O. M. R. W.	
Bryson	11 4 22 5
Olliver	9 4 44 1
Davies	12 0 1 4

R.G.A.

Capt. Olliver, b Ling	
C. M. S. Talfourd, c Thurstield, b Edmunds	47
Cpl. Green, b.w., b Piercy	4
Sgt. Athorne, c and b Edmunds	1
Gnr. Parkins, b Edmunds	5
Capt. Davies, b.w., b Edmunds	4
Gnr. Middleton, b Piercy	0
Gnr. Smith, c Taylor, b Edmunds	12
Lieut. Bryson, b Ling	0
Master-Gnr. May, run out	2
R. Bowerman, not out	8
Extras	7
Total	110

Bowling Analysis.

O. M. R. W.	
Ling	7 2 2 14 2
Taylor	2 0 15 0
Piercy	7 0 24 2
Edmunds	10 2 26 5
Wood	2 0 18 0
Strange	3 1 6 0

R.E. AND INDIAN ARMY v. ROYAL NAVY.

The Royal Navy made their first appearance this season on Saturday, when they were opposed to a strong team representing the R.E. and Indian Army. The chief features of the match were the batting of Major Greenaway and the Rev. F. G. B. Hastings on their respective sides. The former went in first and was not out when the innings was declared closed at the fall of the eighth wicket. The Naval Chaplain played such good cricket that the Navy will have increased cause to regret his approaching departure for home. The match ended in a draw. Scores:—

R.E. AND INDIAN ARMY.	
Capt. Gray, b Pile	14
Major Greenaway, not out	78
Major Edwards, c Crocker, b Pile	21
Capt. Murray, c Elliott, b Robinson	28
Lieut. Col. Taylor, b Hastings	7
O.S.M. Heath, b Hastings	0
Sgt. Carey, b Hake	1
Lieut. McConnell, run out	4
O.S.M. White, b Hake	0
Corpl. Jeall, not out	7
Extras	9
Total (for 8 wickets declared)	169

Bowling Analysis.	
Hastings	13 4 28 2
Pile	9 0 37 2
Kennett	6 0 38 0
Hake	6 0 29 1

ROYAL NAVY.

Edwards	3
Mr. Kennett, b White	3
Paymr.-Lt. Robinson, c Green	25
away, b Edwards	59
Rev. F. G. B. Hastings, not out	1
Private Elliott, l.b.w., b Jeall	19
S. B. S. Crocker, b Edwards	3
Lieut. Hake, c Taylor, b Murray	3
Mr. Pile, not out	4
Extras	129

Signalman Stock, A. B. Andrews, and Surgeon-Lieut. Priddham, did not bat.

Bowling Analysis.	
Edwards	13 0 51 3
White	8 0 30 1
Jeall	4 0 18 1
Gray	4 0 11 0
Murray	2 0 9 1
Greenaway	2 0 11 3

THE GOLF CHAMPIONSHIP.

SUNDAY'S RESULTS.

A. B. Stewart beat Dr. Lindsay Woods, 2 and 1.
Major Leslie Smith beat G. Davidson, 7 and 6.
Lieut. Col. Coles beat G. S. Archbutt, 1 and 2.
S. H. Dodwell beat N. E. Smith, at the 19th hole.

The first-named match was the best of the day, both men being in good form. Lindsay Woods fought very hard, but Stewart played better than he has yet done in the competition, and after this exhibition is the favourite. Major Leslie Smith had no difficulty in disposing of Davidson and played a steady game all through. Archbutt started well and was out in 35, but his opponent was playing very steadily and giving nothing away, while Archbutt made a number of mistakes in the home nine.

Dodwell was 4 down at the 10th, and look as if well beaten, but his opponent lost his nerve and, though Smith was down one and had a nine inch putt for a half at the 19th, he failed to snatch his opportunities and the more experienced match-player won the tie.

The semi-final to be played next week is:—
A. B. Stewart, c. Major Leslie Smith.
Lieut. Col. Coles, c. S. H. Dodwell.
A few years ago Stewart and Dodwell contested the final, and we have again a possibility of seeing this repeated.

ASSOCIATION FOOTBALL.

THE CLUB DEFEATS ST. JOSEPH'S COLLEGE.

The Hongkong F.C. making their first appearance this season, on Saturday, in a friendly match against St. Joseph's College, won a closely contested game by one goal to nil. Neither side was at full strength, but the contest lacked nothing in vigour. The Club were the stronger team. Their forwards looked like scoring a good many times, and were only prevented from doing so by the College defence bunching up in front of their goal. The only goal in the match was scored by Stewart in the second half. Sousa, who was defending his charge very well, stopped a shot from Reichelmann, but, instead of kicking the ball clear, threw it into Stewart's feet, and this player put in a hot shot that gave the goal-keeper no chance.

The game showed that the Club, when at full strength, can look forward to the coming League season with confidence. The College have reason to be proud of their prowess.

NAVY DEFEAT KOWLOON.

A strong Navy team defeated the Kowloon F.C. by three goals to one. The Navy forwards proved to be fine players, especially the two outside men, who had to be constantly watched. In the first half the Navy did most of the attacking, and Jackson and Wheeler, the Kowloon backs, were hard put to it to keep their goal intact. After a series of incursions, the sailors' right wing scored a beautiful goal. After the interval, Kowloon equalised with a fine shot from Mitchell, the new centre-half. The Kowloon forwards lost several opportunities owing to erratic shooting, this being a department in which they should try to improve. Neal scored the Navy's second goal, and an accurate centre from the left wing enabled the centre-forward to put in a hot shot at close range, the sailors thus winning by three goals to nil.

TRADE REPORT.

EXPORTS.

RICE.—An unexpected demand from Cuba had the effect of stiffening our market to a great extent during the past week. It is reported that close on 10,000 tons have been booked for November-December shipment to Cuba, and the demand from that quarter has not yet been satisfied, though the continued rise in exchange may make further business difficult. Exporters, however, are finding considerable difficulty in getting hold of desirable parcels of rice, as a good portion of dealers' holdings is composed of Tongking and North China rice of rather poor grade. It is rumoured that our market may soon be flooded with a very large quantity of old crop Tongking rice, variously estimated at between 100,000 and 200,000 bags, which are rejected by Japanese buyers down there.

Our closing quotations are as follows:—
Siam Garden Rice \$17.50 (small stock).
Siam Straight Rice \$15.75 (small stock).
Siam Usual Rice \$14.75 (small stock).
Siam Long Rice \$14.50 (small stock).
Siam Round Rice \$13.50 (small stock).
Packing White Rice No. 1 (Extra) \$17.50.
Packing White Rice No. 1 (ordinary) \$15.

Wuhu White Rice \$12.
LARD.—Our market has improved to \$40 per picul for "Old tins" and \$41 for "New tins" of the "Wing Tack" brand. The South American markets have secured a further few small lots of the latter brand for November shipment.

Oils generally have again ruled extremely quiet. Present prices are:—
Good Oil \$29.00 per picul.
Peanut Oil No. 1 \$28.00 " "
Peanut Oil No. 2 \$25.00 " "
Tea Oil \$24.50 " "

STAMINEED is neglected at \$27.50 per picul.
CASSIA OIL.—Quotations: 30/85 per cent. \$24.50 per picul, 75/80 per cent. \$23.00 per picul. There is little doing.

CANFILLINGS.—There are small supplies. The closing rate is \$125 per picul.
CASSIA BULBS are quoted at \$23 but there is nothing doing.

AKISSED OIL is weak at \$157.
GALNUTS can be had at about \$43 to \$44 per picul. There is small inquiry.
ANTIMONY, 99 per cent. is unchanged at \$235 per ton.
TIN.—Prices have dropped to \$81 for 99 per cent. and to \$79 for 98 per cent. The 98 per cent. grade is quoted at \$77 per picul.

ST. JOHN AMBULANCE BRIGADE.

THIRD ANNUAL AQUATIC SPORTS.

The third annual aquatic sports meeting of the Hongkong branch of the St. John Ambulance Brigade was held in the V.R.C. swimming pool on Saturday. The weather was ideal, and there was a fair attendance of spectators, who included Sir Ellis Kadoorie, Dr. Koch, Mr. R. A. Gubbay, Mr. and Mrs. E. Ralphs, Mr. B. Tanner, Mr. G. F. Nightingale and Mr. Ho Kwong.

The programme was a varied one consisting of fifteen events. These were generally well-filled and provided several close finishes. Leung Tit Sang, a Chinese youth, was warmly applauded for his performances in the different events for which he entered. Although the Brigade Team Race was expected to attract a large number of entries, it resolved itself into a competition between Sailingpan and Queen's College, the former winning by a couple of seconds. In the High-dive G. A. V. Hall obtained first place, his entry and fast recovery being favourably commented on. The "life-saving" competition created a great deal of interest. At the word "go" the competitors had to dive into the water, pick up a dummy, face upwards, and bring it back to the starting point. Ke King Fan easily out-distanced his opponents, but experienced some difficulty in bringing the dummy back. The Army and Navy did not avail themselves of the opportunity of entering for a race, specially provided for them. The V.R.C. members entered a race all to themselves and sent in members, of whom Cruz emerged first and Carvalho second. The latter, however, was disqualified for entering the water too soon. D. Leung carried off the Brigade Championship, winning the challenge cup for his brigade and a gold medal for himself.

Ke King Fan was the champion swimmer, and Queen's College, at which he is a student, won the championship amongst the different brigades.

At the conclusion of the sports the prizes were distributed in the gymnasium by Mrs. E. Ralphs, who was the recipient of a pretty bouquet of flowers.

Mr. B. Tanner, the Superintendent of the Queen's College Division and Commandant of the V.A.D. Division, said that Mrs. Ralphs always took a keen interest in sports, and in the present instance was specially interested because she had been a hard worker in connection with the V.A.D. detachment of the St. John Ambulance Brigade. (Applause.) He thanked the donors of prizes, the V.R.C. for the use of the pool, and Mr. Ho Kwong for his generous support.

The following were the results:—

GRACEFUL SWIMMING.—1. Leung Tit Sang; 2. D. Laing; 3. Ke King Fan.
100 YARDS BEAST STROKE (Championship).—1. Leung Tit Sang; 2. D. Laing; 3. Ke King Fan.
50 YARDS BEAST STROKE (Group 2).—1. So Taz King; 2. Teoi T. Yui.
BRIGADE TEAM RACE.—1. Sailingpan Division; 2. Queen's College Division; 3. Queen's College Division.
HIGH DIVE (Championship).—1. G. A. V. Hall; 2. D. Laing; 3. Ke King Fan.
50 YARDS "ANY STROKE" RACE.—1. Chan Hin Mi; 2. Leung Oi Sang; 3. Leung Sui Sang.
LIFE SAVING COMPETITION (Challenge Cup, presented by Sir Robert Ho Tung).—1. Ke King Fan; 2. So Taz King; 3. Li Chung Hung.
LONG PLUNGE (Championship).—1. W. Hall; 2. D. Laing.
LONG PLUNGE (Group 2).—1. So Taz King; 2. Leung Oi Sang; 3. Chan Hin Mi.
SWIMMING UNDER WATER.—1. Ke King Fan; 2. Leung Sui Sang; 3. Leung Tit Sang.
BRIGADE CHAMPIONSHIP RACE (Challenge Cup, presented by Messrs. Ho Bros. winner to receive gold medal presented by Mr. E. Ralphs).—1. D. Laing; 2. Ke King Fan; 3. Leung Tit Sang.
DIVING FOR PLATE.—1. Ke King Fan; 2. So Taz King; 3. Leung Sui Sang.
CONSOLATION RACE. 1. Ke King Fan.
100 YARDS HANDICAP (open to V.R.C.).—1. Mr. Cruz; 2. Mr. Lyon.
CH

FASHIONABLE WEDDING.
MEIN AUSTIN-GORDON.

BRIDAL COUPLE RIDE ON A FIRE ENGINE.

In ideal weather, the marriage took place, on Saturday, of Mr. Reginald Mein-Austin, of Messrs. Jardine, Matheson & Co., eldest son of Mr. and Mrs. J. J. Mein-Austin, of Black Chamber, Barrhill, Ayrshire, and Miss Margaret Grant (Peggy) Gordon, fourth daughter of Mr. and Mrs. A. G. Gordon, of Hongkong. Both parties being well-known and popular in Hongkong, the ceremony at St. Joseph's Church and the reception which followed at the Hongkong Hotel were attended by a large and representative gathering of the European community. The bridegroom's colleagues in the Hongkong Volunteer Fire Brigade and the members of the Regular Brigade played a prominent part in the wedding festivities.

The Church had been tastefully decorated with white flowers by the Misses A. and J. Gordon, A. Leith, Vida and Doris Grimble and Esme Woodcock. As the bride entered, leaning on the arm of her father, who gave her away, suitable music was played on the organ by Mr. E. J. Chapman. The bride's dress was of white champagne, trimmed with silver, the train being of white satin and georgette, trimmed with silver and a large silver lover's knot in the bottom right-hand corner. Her shower bouquet was composed of white carnations, gardenia and asparagus fern. The Misses Alix and Jean Gordon attended their sister as bridesmaids. They wore white French crepe tunic dresses, trimmed with fringe and skunk, and mole panne velvet hats trimmed with skunk. They carried bouquets of pink carnations and asparagus fern. Little Miss Betty Kennett, daughter of Mr. and Mrs. Guy Kennett, made a charming train-bearer. Her dress was of white velvet and her Dutch bonnet was trimmed with skunk. The bride's mother's dress was of violet French crepe, and her velvet hat was trimmed with ostrich. Mr. R. Kennedy acted as best man, while Lt. Col. Mayhew, R.M.L.I., Messrs. A. C. Leith, and A. Murdoch performed the duties of groomsmen.

The ceremony was performed by Father Augustine. After the signing of the registers, the newly-wedded couple left the Church to the strains of Mendelssohn's "Wedding March" under an archway, formed by the hatchets of the 14 firemen present. They were conveyed to the Hongkong Hotel in one of the Fire Brigade engines which had been decorated with white flowers for the occasion. As soon as Mr. and Mrs. Austin had taken their seats four firemen jumped on to the engine, which started off to the accompaniment of the Fire Engine Bell. A fireman's boat had been attached to the rear of the engine, and, trailing on the road, it bore the journey well, and was afterwards given a prominent position in the reception hall.

Standing under a huge canopy of flowers, in the centre of which was suspended a big marriage bell worked out in white flowers, Mr. and Mrs. Austin received the congratulations of their numerous friends. The cake was cut with a fireman's axe.

The Hon. Mr. Claud Severn said he had been asked to propose the toast of the bride and bridegroom, a duty to which he was unaccustomed (laughter) and to which he felt he could do little justice. The bride's family had been honored in Hongkong for many years, and it was a source of gratification to all of them that Mr. and Mrs. Gordon were with them in the best of health and strength. The bridegroom was a lucky man. He believed that, notwithstanding their trade, firemen were always lucky. (Laughter.) His good fortune on this occasion had called forth a poem which he had heard the previous night from the bride which met the case of "Mein Austin." (Laughter.) They would no doubt like to hear it.

To-morrow, Austin, you'll be glad
For better or for worse, I mean;
Let's hope the weather will be fair
Or better than it is to-day.

In mutual love let us surmise
We shall find fields of rapture gleam;
And may occasion ne'er arise
For me to strike the happy Mein.

Mr. Severn, continuing, said they all hoped that, united in matrimony and surrounded by the number of friends which they had in Hongkong, the newly-married couple would have an extremely happy married life. (Applause.) Mr. Mein-Austin, in reply, said he had had a long speech prepared for the occasion, but, knowing that they would want to get away as soon as possible, he had wisely left it to him. In regard to the word "Mein," which had been so much mentioned, he did not know whether his family had acquired that name owing to any particular habit. (Laughter.) He believed they once, in the long, long ago, stole a piece of land, and perhaps the name was conferred in recognition of that deed. (Laughter.) Anyhow, that piece of land had been stolen back, perhaps by a Gordon. (Laughter.) He thanked Mr. Severn, on behalf of his wife and himself, for the nice things he had said of his wife. (Laughter.) He especially thanked the Fire Brigade for the demonstration they had given on his behalf.

Mr. A. G. M. Fletcher, in proposing the toast of the bridesmaids, said he had had the honour of the acquaintance of at least two of them for a longer period than most of those present. He first made the acquaintance of Alix when she ran into him with a hoop, and he had been introduced to Jean when she was still in her perambulator. As for little Betty, he had recently become acquainted with her on one of the Peak roads. (Laughter.) It was a pity that speeches were not made by ladies on such occasions. If, for instance, Mrs. Maitland had been asked to speak, she would have been able to tell of the charms of the bridesmaids, and refer to the splendid work done in the Government Civil Hospital by Peggy. (Laughter.) He thought it was Tennyson who said that a happy bridesmaid made a happy bride. Judging from the smiling faces before him, he had no doubt whatever as to the ultimate fate of the bridesmaids. (Laughter.)

Mr. R. Kennedy thanked Mr. Fletcher on behalf of the bridesmaids for the complimentary things he had said about them. Mr. F. Maitland proposing the toast of the bride's father and mother, said that Mr. Gordon was proud he was a Scot; probably his proudest moment was when he had marched in front of the pipers two years ago as head of the St. Andrew's Society. Mr. Gordon was also proud, no doubt, of being the father of such daughters as he had. As for Mrs. Gordon, she was a generous, hearty and good mother.

Mr. Gordon's speech was punctuated by frequent applause. Addressing the bride, he said: Peggy, you are leaving us shortly, but you must never forget that Hongkong claims you as one of her daughters. Having been born here and, with the exception of your school-days, spent all your life in this beautiful little island, that fact carries for you the right and privilege to represent Hongkong whether in church, fair, or assembly in any part of the world. Do not be afraid, but, with shoulders braced and head erect, step forward and without fear, proudly let them see what Hongkong can produce. Speaking to Mr. Austin, he said: You are taking away this day one of the few remaining pebbles from the Hongkong beach, and in handing over this treasure, I ask you to keep it safely near your heart, and when you again return to Hongkong may it lustre be as brilliant as on the day it was handed over to your charge. Replying to the remarks made by Mr. Maitland, the speaker said: I think you for your kind words. What you said about my wife I fully endorse, but the best said about the good qualities of the bride's father the better. What good points our children have developed are entirely due to the good influence of a good mother. I want to read you a little bit from Sheridan: "Women govern us, let us render them perfect. The more they are enlightened, so much the more shall we be. On the cultivation of the mind of women depends the wisdom of men. It is by women that nature writes on the hearts of men." (Applause.) Mr. Gordon, whose gift for anecdote is well known, next related the story of the Scottish minister, who, delivering a sermon on women's duty, said: "I see before me a woman who has been guilty of the great sin of disobedience to her husband. I am going to point out the woman to you by throwing this breviary at her." And, as he took up the book to throw it, every woman in the congregation ducked her head. (Laughter.)

Another pleasant half-an-hour, passed in the usual social amenities. The Hongkong Hotel orchestra discoursed bright music, and when, at about 1.30 p.m., the bride and bridegroom left for their honeymoon at Fanling, Mr. T. F. Hough having kindly lent his bungalow for the purpose, they received a very hearty send-off. Mrs. Austin's going-away dress was of white French crepe, trimmed with skunk, and her black hat was trimmed with ostrich feathers.

The newly-married couple were the recipients of a large number of presents. Amongst those present, either at the church or the reception, were the Hon. Mr. Claud Severn, Lady Rees Davies, the Hon. Mr. E. D. C. Wolfe and Mrs. Wolfe, Mr. D. G. M. Bernard, Mr. W. Adamson, Mr. and Mrs. H. Humphreys, Mr. and Mrs. A. G. M. Fletcher, Mrs. Stubb, Mr. and Mrs. A. C. Davidson, Dr. and Mrs. W. T. M. Koch, Mr. and Mrs. F. C. Hall, Mr. and Mrs. Syne, Thomson, Mr. T. M. Dyer, Mr. and Mrs. E. V. Reid, Mr. Moxon and Mrs. Moxon, Mr. and Mrs. T. Arthur, Major and Mrs. Armstrong, Mrs. Grimble and the Misses Grimble, Miss Leith, Mr. and Mrs. E. J. Chapman, Mr. W. Nicholson, Mr. and Mrs. E. J. R. Mitchell, Mr. and Mrs. F. Maitland, Mr. H. A. Nisbet, Mr. E. L. Sim, Mr. C. Balmer Johnson, Mr. Guy Kennett, Mr. K. E. Aucutt, Dr. and Mrs. C. W. Murray, Mrs. Jordon, and Mr. J. W. Stackhouse.

BROKERS AT VARIANCE.
A DEAL IN HONGKONG ELECTRIC SHARES, ETC.

In the Summary Court, on Saturday, Mr. Justice Melbourne concluded the hearing of an action brought by Mr. J. M. P. da Silva, broker, against Mr. L. V. F. Ribeiro, broker, to recover the sum of \$404.32. There was a counter-claim for \$203.84.

Mr. W. E. L. Shenton appeared for Mr. da Silva, and Mr. M. K. Lo for Mr. Ribeiro.

Mr. Shenton explained that Mr. da Silva's claim was made up of two amounts: \$375 advanced to the defendant on June 27th, 1919, against the purchase-price of 50 shares in the Hongkong Electric Company, which shares the defendant had not delivered to the plaintiff, and \$29.32, being half share of the money due as profit in a provision business in which the plaintiff and the defendant were partners. This second amount, said Mr. Shenton, had already been paid over by the defendant, so the case was really concerned with the sum of \$375.

The counter-claim, Mr. Shenton proceeded, was for the sum of \$203.84, being half share of the commission received as the broker in the sale of Marine Lot No. 51, Kowloon, under a verbal agreement made between the parties in January, 1919. The defendant's allegation was that the plaintiff and the defendant carried on their respective businesses in partnership—the plaintiff as a land and share broker, and the defendant as a shipping broker—and that, therefore, the defendant was entitled to the amount claimed. The plaintiff's case was that there was no partnership except on a special transaction, namely, the provision business in which they were equal partners in the profits and losses.

Mr. Silva denied that he and defendant were partners in any but the general provision business. He had advanced defendant \$375 against the purchase-price of 50 shares in the Hongkong Electric Co., which defendant had not delivered to him and \$29.32, being half share of the money due as profit in the provision business. The second amount had been repaid by defendant. He denied that he had to give \$203.84 to defendant as half share of the commission received as brokerage in the sale of Marine Lot No. 51, Kowloon. There was no verbal agreement between himself and defendant on that point. He was, however, willing to give that amount as a gift.

Cross-examined by Mr. Lo in regard to his financial position, plaintiff stated that some Government pensioners had to do other work to make ends meet, particularly if they were married men. His own pension was not sufficient for his wants.

Mr. Lo: You were not in position to chuck money about?

Witness: Me chuck money about? Continuing, witness said he was not in a position to chuck money about. "Although he was unable to give away presents of money, yet when defendant asked him for \$375 he gave it to him. Witness expected to receive \$10,000 if a big scheme for waterworks in Macao was put through. Brokers always trusted each other; if there were no trust there would be no business. The shares were bought for his mother-in-law and the money he gave defendant belonged to his mother-in-law. He had not entered into partnership with defendant.

Mr. W. Logan, Secretary of the Hongkong Stock Exchange, said that on June 24th, 1914, the selling price of electricity was \$74; the official price of electricity was \$75 nominal. "If the nominal was \$75 he would consider \$72.50 the proper price for selling. Soon after the June settlement, Mr. Ribeiro told him he wanted to purchase 50 shares. Witness said the rate \$72, but he had no shares at the time. As Ribeiro would have to pay brokerage of 50 cents, the price to him would really be \$73.50.

Cross-examined: Generally, when a nominal price was mentioned the shares were worth less than that quotation. When Ribeiro asked for the 50 shares could not have been got easily. Mr. Shenton asked if he could have bought them at, say, \$80. Witness replied that most certainly the shares could have been got at that price. Anything could be bought with money.

Mr. Kareem Deen stated that on Oct. 1st, he went to the defendant's office to see the plaintiff, who, he found, was out. Defendant asked witness to give evidence for him, and to state that he and plaintiff were partners. Witness refused to do this, as he knew that plaintiff and defendant were not partners. Defendant allowed witness to a Chinese firm and told him that if he did not wish to come to Court he could write down what he had to say. Witness wrote a few words, but he did not mention that plaintiff and defendant were partners. Defendant had offered witness \$100 to give false evidence against plaintiff.

Defendant stated that Kareem Deen had been sent to his office with malicious intent. Kareem Deen was not speaking the truth. Witness had no confidence in him. Plaintiff and witness were partners. The \$375 which plaintiff now claimed was the amount he paid witness to make up for the loss over failure to take up the shares. The commission on the sale of the Kowloon Marine Lot was one per cent. Plaintiff had, however, only given him a half of 1 per cent., stating that Mr. Figueiredo claimed 1 per cent. for his work. He did not think that was true and told Mr. Silva so, and that was the reason for the present action against him.

Cross-examined by Mr. Shenton, witness stated that it was plaintiff who asked him to write to Mr. Figueiredo about the Kowloon Marine Lot because witness was plaintiff's partner. He had known Mr. Figueiredo for a very long time. He did not know that Mr. Figueiredo held an important position in Messrs. Hughes & Hughes's office. As far as he knew, Mr. Figueiredo was respectable. He had met Mr. Figueiredo on several occasions, but had not had any dealings with him. Witness persisted in stating that he and plaintiff were partners in all transactions, though in some specific transactions they kept separate accounts. The Kowloon Marine lot transaction was not a separate one. If he were not a partner why should Mr. Silva submit all the letters to him concerning the business. If they were not partners Mr. Silva should have asked him to mind his own business.

Mr. Shenton: That is the reason why you two are at loggerheads.

Witness stated that, up to July 31st, he and plaintiff were on the best of terms. The reason they became angry was that the plaintiff came to his office and told him that the buyers refused to carry out the transaction in connection with the Kowloon marine lot because the taxes and ground-rents had not been paid. Witness characterised it as absurd. Plaintiff advised him to let the matter drop, but witness told him not to do anything wrong, which would mean a breach of contract. Later on, witness, Silva and Kareem Deen held a conversation, and the last-named accidentally told witness that Mr. Figueiredo had paid Silva one per cent. commission and had given him a cheque on the Mercantile Bank. He asked Silva if this were true, stating that he did not see any reason why he should not get a half share of the commission. He also promised not to disclose the matter to anyone. Silva told him that Mr. Figueiredo had taken half per cent. commission for himself. They had angry words and Silva left the office.

Mr. Shenton: Do you go in for shooting?—Witness: Yes.

You know what the hair-trigger is? All I say is I wish you to lock the hair-trigger and get on with the case action. (Laughter.) After July 31st, you thought that Mr. Silva was trying to do you up?—Witness: Yes.

You thought Silva got one per cent. when he told you he got 1 per cent.—That was what I learnt. Continuing, witness stated that the reason why he did not go and see Mr. Figueiredo and find out whether it was 1 per cent. or one per cent. was because he was not on the best of terms with him. Mr. Figueiredo was plaintiff's relative and was against witness. Plaintiff had told him it was not necessary to keep accounts of the share transactions. An account, however, was kept of the provision transaction. He had sufficient money to live upon. Nearly all the merchants in Hongkong were suffering on account of the boycott.

Mr. Shenton: I may be wrong, but I think the merchants of Hongkong during the last few years had a prolific business.—Witness: There was a boycott.

Mr. Shenton: It had nothing to do with shipping and share-brokerage.—Witness: It had in my case; all my ships were Japanese.

His Honour gave judgment for plaintiff for \$375, with costs.

Mr. Shenton asked for judgment on the counter-claim, but His Honour replied that he was unable to grant it.

Mr. Lo asked for a written judgment, as he wished to consider his position. His Honour invited Mr. Lo to appeal first, but Mr. Lo said he was unable to do that until he knew the points which led His Honour to give judgment against his client.

His Honour promised to give verbally the reasons for his judgment at some future date.

CRUELTY TO ANIMALS.
At the Magistracy, on Saturday, a Chinese was charged with cruelty to a cow. It was stated that the owner had tied the four legs of the cow together, and, putting a bamboo in that way to the cow, carried the animal pole through them. The cow died on the vessel. The owner was fined \$50.

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THE WAR ON BOLSHEVISM.
GENERAL YUDENITCH CAPTURES
GATCHINA.

COPENHAGEN, October 18th.

The *Berlin Allgemeine* reports that General Yudenitch has captured the fortress of Gatchina, and continued his advance towards Krivoye and Zarskoye.

A newspaper at Helsinki declares that the Bolsheviks have begun evacuating Petrograd, the army having refused to fight.

BIG RED ARMY CAPTURED.

LONDON, October 18th.

The *Times* correspondent on the Eastern front, telegraphing on October 18th, states that the Red Army in Eastern Turkistan was surrounded and compelled to surrender unconditionally.

The prisoners number 35,000.

GENERAL DENIKIN'S SUCCESSES.

LONDON, October 18th.

The latest authoritative news regarding South Russia shows that General Denikin's extreme left has taken Chernigov, and is advancing northward along the east of the Dnieper towards Gomel.

The right and centre crossed the Don on a 200 mile front from Voronezh to 80 miles north-west of Tsaritsyn and is driving back the Bolshevik Army everywhere towards the north-east and the north.

COLLAPSE OF BOLSHEVISM
RAPIDLY APPROACHING.

LONDON, October 18th.

With encircling enemies intensifying the pressure, the collapse of Bolshevism, long forecasted, seems at length to be rapidly approaching.

It is authoritatively pointed out that General Yudenitch is working in close touch with the Allied representatives and with General Denikin and Admiral Kolchak.

All three leaders have consistently rejected overtures from Germany.

General Yudenitch issued a *communiqué* yesterday confirming the capture of prisoners and trains, called yesterday morning in the operation preceding the capture of Volodskoy.

The *communiqué* adds that a Bolshevik brigade has been wiped out in the direction of Luga, while General Yudenitch's object is to drive the Bolsheviks to the Baltic.

Another offensive has opened to the north of the main drive whose immediate objective is Gatchina.

BOLSHEVIK RETREAT IN SIBERIA.

LONDON, October 18th.

A telegram from Omsk, dated October 14th, states that the Bolsheviks are retreating along the whole front, taking away all the population between 16 and 50, together with all the cattle.

MOSCOW DECIDES AGAINST THE
SOVIET.

LONDON, October 18th.

A Bolshevik message expresses indignation that the plottings of Moscow workers resulted in a majority against the Soviet and for Admiral Kolchak.

The Council of the People's Commissaries replied by declaring Admiral Kolchak and his supporters outlaws and ordering the arrest of all the Allies in Siberia.

BRITISH POLICY TOWARDS
RUSSIA.

LONDON, October 18th.

All the newspapers are demanding an authoritative and explanatory statement of the policy in regard to Russia, especially in connection with the Allied precise relations with the various "White" Russian Armies and the Baltic States; also the relations of these Armies and States with each other.

The question is asked what will happen when Bolshevism finally collapses. Will it leave its influence behind on the new Russian Government, or will the Government be German or Allied?

The *Manchester Guardian* appeals to someone in high position, commanding respect, for example Lord Robert Cecil, to speak a few words of truth and honesty about such important matters.

THE IRISH PROBLEM.

GOVERNMENT'S DESIRE TO FIND
A SOLUTION.

LONDON, October 18th.

Mr. Ian Macpherson and Lord Birkenhead have arrived at Dublin. It is understood that the Lord Chancellor's visit is connected with the Government's desire to find a solution of the Irish problem.

SPIRITUALISM.

NOT BEING OVERLOOKED BY THE
CHURCH.

LONDON, October 18th.

A lively debate on spiritualism at a Church Congress in Leicester ended by the Archbishop of Canterbury announcing that the Church had not overlooked the subject, which would be considered at the Lambeth Conference in 1920. Steps had been taken to secure an enquiry by well-known men and women experts, whose report would be submitted to the Conference.

HUNGARY.

PAVING THE WAY FOR A
MONARCHY?

BUDAPEST, October 18th.

The Premier, Herr Freydrich, replying to a deputation of the new Royalist Party, declared that he was convinced that the overwhelming majority of the people desired the restoration of the monarchy, but a decision on the matter and the personal aspect should be decided by the nation.

THE BALTIC PROVINCES.

SITUATION DEVELOPING FAVOUR-
ABLY FOR THE LETTS.

LONDON, October 18th.

A Lettish *communiqué* dated October 15th states:

Our situation is secure. We fought our way across the Dvina. The operations are now developing favourably for us.

THE PRESENT SITUATION
REVIEWED.

LONDON, October 18th.

The situation in the Baltic states is authoritatively explained as follows:

The Baltic States—Estonia, Lithuania, and Latvia—who are fighting the Bolsheviks, have been treacherously attacked in the rear by a Russo-German force led by Colonel Bernhardt, who is impudently, and without foundation, asserting that he is acting only in self-defence and that he is representing the so-called Russian Government, whereas he is really a mere adventurer who received, and is probably still receiving, the support of the German Army at Latvia and General von der Goltz who has used every excuse to keep his troops in the country long after the withdrawal was demanded by the *Entente* and ordered by the German Government.

Von der Goltz has permitted and has, indeed, encouraged large numbers of his men to enlist in the new Russo-German Army.

Other parties concerned are the German Government, which is bound to comply with the *Entente* demands for the withdrawal of their troops in the Baltic States but has consistently evaded their responsibilities, and the North-West-German Government, in which General Yudenitch is War Minister, and for which the Russian elements in Colonel Bernhardt's Army were originally recruited, but who were entirely out of sympathy with the present action of the Army, and dismissed Colonel Bernhardt from their service.

The Allies policy has always been to prevent the Baltic States from being overrun by Bolsheviks or Germans, and in that conviction they are trying to get von der Goltz and his Germans out of the country.

At present the situation may roughly be summed up as follows:

The Germans and Russians have overrun Latvia as far as a line from the mouth of the Dvina to Mitau and Shavli, but have failed to take Riga or to decisively defeat the Lettish Army.

Their first surprise attack therefore failed and as Colonel Bernhardt is now disowned by everybody and outlawed by General Yudenitch, who is General Kolchak's representative, the Lettish Government, hope, with the assistance of Estonia and Lithuania and the goodwill of the *Entente*, to recover all they lost and liquidate the German menace for ever.

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GERMAN SHIPPING.

IMPORTANT REQUEST BY THE
SUPREME COUNCIL.

PARIS, October 18th.

The Supreme Council has drafted a Note to Germany demanding the handing over to the Allies of German ships ceded during the war to Dutch Companies. The ships are at present in German ports.

STRIKES IN FRANCE.

THE BEST STRIKE ENDED.

PARIS, October 18th.

The strike has ended.

AVIATION.

INTERNATIONAL AIR CONVEN-
TION SIGNED.

LONDON, October 18th.

A Havas message states:—The Plenipotentiaries of thirty Allied Powers signed, yesterday, the Convention regulating the future conditions of air traffic. China and Siam are among those who signed.

AMERICA REFUSES TO SIGN.

WASHINGTON, October 18th.

The United States has refused to sign the Air Convention, on the ground that it does not protect certain American patent rights.

FOUR AIRMEN TO ATTEMPT
FLIGHT TO AUSTRALIA.

LONDON, October 18th.

In spite of the enormous difficulties of the flight to Australia, four machines have entered for the flight from Britain to Australia in 30 days.

The competition is under the control of the Royal Aero Club. The competitors are Capt. Matthews, who is announced to start on October 20th, flying on a Sopwith similar to Mr. Hawker's trans-Atlantic "bus," Capt. Howell, on a Martinsyde capable of a speed of 100 miles per hour, an. Lieutenant Douglas, on an Alliance Machine claimed to be capable of a flight of 3,000 thousand miles, with a powerful wireless.

The fourth is a very large Blackburn aeroplane, with wireless, under the navigation of Capt. Wilkins, with whom are two pilots and one engineer. Captain Wilkins is the well-known Polar explorer, who was second in command of the Stefansson Expedition.

The Australian Government is despatching a steamer with wireless to patrol the ocean between Timor and Port Darwin, with a view picking up the aviators' wireless messages.

These British aviators are embarking on the world's greatest aerial adventure, and their progress will be watched breathlessly in both hemispheres owing to the very rigorous nature of the test of physical and mechanical endurance especially between India and Australia as the flight from Java onwards, 1750 miles, is alone comparable to the severity of the trans-Atlantic flight.

The British and the Commonwealth Governments have done their utmost to lessen the risk, arranged stopping places for supplies of fuel, and surveyed the route.

Although the competitors have been warned that the route is largely not ready, they have decided on an immediate attempt, gallantly accepting the risks of flights over a route involving regions of the rugged volcanic islands, and the jungles of Burma, the Malay Peninsula, and the Dutch East Indies.

The Air Ministry has advised the competitors to convert the aeroplanes into seaplanes at Calcutta.

CAPITAL AND LABOUR.

PREMIER ON BRITAIN'S INDUS-
TRIAL NEEDS.

LONDON, October 18th.

Mr. Lloyd George, speaking at Sheffield, made a eloquent appeal to the nation to settle down to work in earnest to increase production.

The National debt before the war was £245,000,000; to-day it was nearly £5,000,000,000.

The whole nation had to bear heavier burdens than before. The labouring classes had higher wages and shorter hours as well as a better standard of living than ever before.

They dreaded the return to pre-war conditions. There was only one mode of escape from that; they must increase the National income by increasing National production. That was the urgent need of the day in this country and every other country.

The perpetuation of the spirit of war was fatal to industry. The worst was over, and he could see symptoms, even in the most desperate areas, of coming peace. We must also have peace at home.

To secure production we must have everybody working with good-will. To secure good-will, there must be confidence. Capital must have confidence that its enterprise will be fairly remunerated. Labour must feel confident that it will share the rewards of prosperity, and feel that it is a real partner in the business.

Referring to Germany, he said that it was not a British habit to nag, harry, insult and trample down a beaten foe, who acknowledged defeat. As long as Germany conformed to the conditions laid down in the peace terms we must give the enemy a fair chance to lead a decent, peaceable, and honourable existence. This was to the interest of the whole world, not merely to Germany.

He concluded by urging the imperative need of a good understanding between Capital and Labour, towards which the Government could do but little.

The Premier emphasised the necessity for a greater industrial use of machinery, also electricity.

THE SILVER MARKET.

LONDON, October 18th.

Silver is quoted at 83.14d. spot and 82 1/2-10d. steady. The market is steady.

MINISTERING CHILDREN'S
L'AGU.SATURDAY'S SUCCESSFUL
BAZAAR.

OPENED BY H.E. THE GOVERNOR.

LONDON, October 18th.

The grounds of the Government House presented a very animated scene on Saturday afternoon, when the different local branches of that deserving charity, the Ministering Children's League, made their annual combined appeal to the residents of Hongkong.

As in previous years, the response was very encouraging, and, although a financial statement of the receipts is not yet possible, it is as gratifying as in previous years. For this achievement credit is largely due to Mrs. Garner, who received the willing and enthusiastic aid of many well-known ladies in the Colony. It was generally agreed that the articles exhibited for sale were of an even more attractive nature than last year. They certainly covered a wider range, because it is now possible to import numerous things which were unobtainable last year.

In the grounds, with the willing assistance of officers of the P.W.D. and men of H.M.S. *Tamar*, work had been in progress from an early hour in the morning in readiness for the opening ceremony by H.E. the Governor at 2 p.m. The ladies helping in the different stalls, also, were on the scene from an early hour, arranging the articles and putting the finishing touches to the scheme of decorations.

As two o'clock approached, the grounds began to fill, and the arrival of the Hong Kong Defence Corps cadets, with their band, commanded by Lieut. A. O. Brown, enlivened the proceedings. His Excellency, emerged from Government House, attended by Capt. McGrath, A.D.C., at the appointed hour, and was met by Commodore V. G. Gurner and Mrs. Gurner. H.E. then received the salute of the Cadets, in whom he appeared very much interested.

Addressing the gathering, His Excellency said: I have much pleasure in placing the grounds at the disposal of Mrs. Gurner and her friends, and I wish them every success. I now declare the bazaar open. "H.E. was then conducted round the bazaar by Mrs. Gurner and introduced to those in charge of the different stalls, making many purchases in the course of the afternoon.

A walk through the grounds revealed the tremendous amount of work which had been done by those who were responsible for the arrangements. The first things that met the eye were two tents which people were invited to enter in order to have their fortunes told by "Madame K." and "Madam M." (Mrs. Kilgour and Mrs. Matheson). Further along one saw the Military Stall run by Mrs. Young, which seemed to make a speciality of handbags, but also had a quantity of cloisonne ornaments and some Chinese antique ware. There was a Goldfish Pond in connection with the Military Stall. Here, for ten cents, one was given an opportunity of throwing three pin-pong balls into the narrow neck of a bottle and those who succeeded were rewarded with a bottle containing a gold fish. Miss Moorhead and Miss Young, dressed becomingly as fishwives, were kept very busy attending to their patrons.

A feature of the Quarry Bay stall, which was under the direction of Mrs. Chapman, was a splendid display of crocheted work and knit work. The woolen things for children and the pretty bonnets also found ready purchasers. The Naval and Dockyard Stall was stocked with articles, almost all of which were produced by ladies connected with the Navy and by the sailors of the *Tamar*. In this stall Mrs. Gurner had an excellent helper in Mrs. Vining. The Park stall came in for a great deal of attention, for Mrs. Hay and Mrs. Mansfield had one of the best-filled stalls on the grounds.

The little Sweet stall deserves special mention, for the toothsome delicacies it contained were collected by the little Misses Scott Harston and their brother Jack, who ran the stall without assistance from adults. They were kept well engaged serving their numerous customers, making up parcels, etc. Mrs. Griffin, with a contingent from Kowloon, conducted a stall containing a variety of fancy articles. The Police were represented by a stall superintended by Mrs. Wolfe and containing some pretty children's dresses and a variety of lace articles. One of the most-admired stalls on the grounds was that of the Victoria branch over which Mrs. Warren and several other ladies presided. It contained an excellent display of fancy articles artistically arranged.

During the afternoon, nearly everyone present gravitated to the Refreshment stall, for which a large portion of the ground had been set apart. Here Mrs. Montagu Harston and Mrs. Taylor had ample scope for their organising abilities, for they had nearly forty helpers to superintend as well as numerous other duties to perform. The arrangements were admirable and the amateur waitresses, all of whom wore coloured silk aprons, were very quick in ministering to the needs of their patrons with dainty cakes and sweets, a great deal of which was turned out by the helpers themselves. Miss G. Johnson and Mrs. Chapman supervised the making of the tea; Mrs. Hall and Mrs. Chatham were in charge of the ice-cream; while Mrs. Koch provided over one cake-stall, and Mrs. Grimble and Mrs. Stackhouse "over another." Chief Writer Duffing and Chief Writer Wain were at the "receipt of custom."

The branches of the "League" in the different girls' schools of the Colony were each represented by a stall, which obtained the almost undivided attention of the very large gathering of Chinese present. St. Paul's Girls' School, under the direction of Miss Woo, made a speciality of gentlemen's golf stockings.

Stephen's Girls' School stall was about the best of the School efforts. It contained some handsome Chinese dolls, all heavily priced—as well as excellent specimens of embroidery and some Foochow lacquer work. The Diocesan Girls' School Stall was furnished with work done by the present and past pupils. Miss Clarke and her staff ran the "Bellies Public School stall."

The men of the *Tamar* and some of the R.M.L.I. provided the very necessary "fun of the fair," which helped to amuse the little folk—and the bigger folk as well. First Writer Kinchen, at the chute, was one of the busiest men, on the grounds. The "shy" kept everyone in a good humour owing to the antics of the sailors, dressed in clown's costumes. The Lucky Well, where Mr. Beal managed affairs, was so freely patronised that it ran dry soon after four o'clock. One little tent from which a hoarse-voiced sailor was shouting invitations contained the Dancing Sailor, a "Jolly-boy" operated by C. P. O. Spettigue. The Navy's "old salts," who had won the prize on Commodore Gurner's motor-car at the Peace procession, sauntered about the grounds in their picturesque costumes, making enough noise to attract everyone to the side-shows for which the Navy were responsible. Chief Writer Smith, Shipwright Leach, P. O. Elms, Shipwright Osmond and Third Writer Starnes were others who assisted in the side-shows.

THE RAFFLES.

Between five and six o'clock, the raffles arranged by the different stalls were drawn, with the following results:—

MILITARY STALL—Picture, "Lyman Pass," painted by Lieut. Col. Loring, won by H.E. the Governor; towels, won by the Rev. G. T. Waldegrave; doll's bed, won by Major Leslie Smith.

NAVAL STALL—Doll, won by Miss Gurner; rocking-horse, won by Master Budden.

POLICE STALL—Doll, in swing, won by Mrs. Fletcher; boy doll, won by Miss Nolan.

QUARRY BAY STALL—1. Mrs. Hamer; 2. Miss E. Wong; 3. Mrs. Trafford; 4. Mrs. Stabb; 5. Mrs. Reid; 6. Mr. A. Henderson; 7. Lady Ross Davies.

KOWLOON STALL—Silk camisole and petticoat, No. 45; shawl, No. 33; Baby-kick doll, No. 27; doll given by Miss Hay, No. 69.

THE STALL HOLDERS.

The following is a list of the stall-holders, in addition to whom a large number of children were pressed into service for selling sweets, flowers, etc., in the grounds:—

MILITARY STALL—Mrs. Young, assisted by Mesdames Thorsby Pelham, Taylor, Greenaway, Loring, Gray, Oliver, Walmsley and Croome; and Miss Halloway.

NAVY STALL—Mrs. Gurner, assisted by Mesdames Jenkins, Vining, Samson and Hazlewood; the Misses Parker, Cress, Flo. Rodney, Gladys Brock and Budden.

PARK STALL—Mrs. Hay and Mrs. Mansfield, assisted by Mesdames Davidson, Launder, Ritchie, Dodwell and Butlin.

VICTORIA STALL—Mrs. Arthur Warren, assisted by Mesdames Harris Walker, Paine, Nicholl, Hennesley, Faulkner, Young, Dye, Featherstone and Parlington; the Misses Wallace and Woodcock.

REFRESHMENT STALL—Mrs. Montagu Harston and Mrs. Taylor, assisted by Mesdames Chapman, Hall, Chatham, Koch, Johnson, Grimble, Stackhouse, Holborn, Lewis, Templeton, Lenawie, Pentreath, Leask, S. Mason, Robinson, Cornat, Syme Thomson, Carpenter, Hughes, McKenny, Evan Jones, W. H. Bell, Shenton, Arthur, Elex, Digby and Hallifax; the Misses Johnson, G. Johnson, Grimble, D. Grimble, Hall, Crow, Wallace, Gerling, Gurner, A. Dodwell, Bonnar and B. Sutton.

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MINISTERING CHILDREN'S
L'AGU.SATURDAY'S SUCCESSFUL
BAZAAR.

OPENED BY H.E. THE GOVERNOR.

LONDON, October 18th.

The grounds of the Government House presented a very animated scene on Saturday afternoon, when the different local branches of that deserving charity, the Ministering Children's League, made their annual combined appeal to the residents of Hongkong.

As in previous years, the response was very encouraging, and, although a financial statement of the receipts is not yet possible, it is as gratifying as in previous years. For this achievement credit is largely due to Mrs. Garner, who received the willing and enthusiastic aid of many well-known ladies in the Colony. It was generally agreed that the articles exhibited for sale were of an even more attractive nature than last year. They certainly covered a wider range, because it is now possible to import numerous things which were unobtainable last year.

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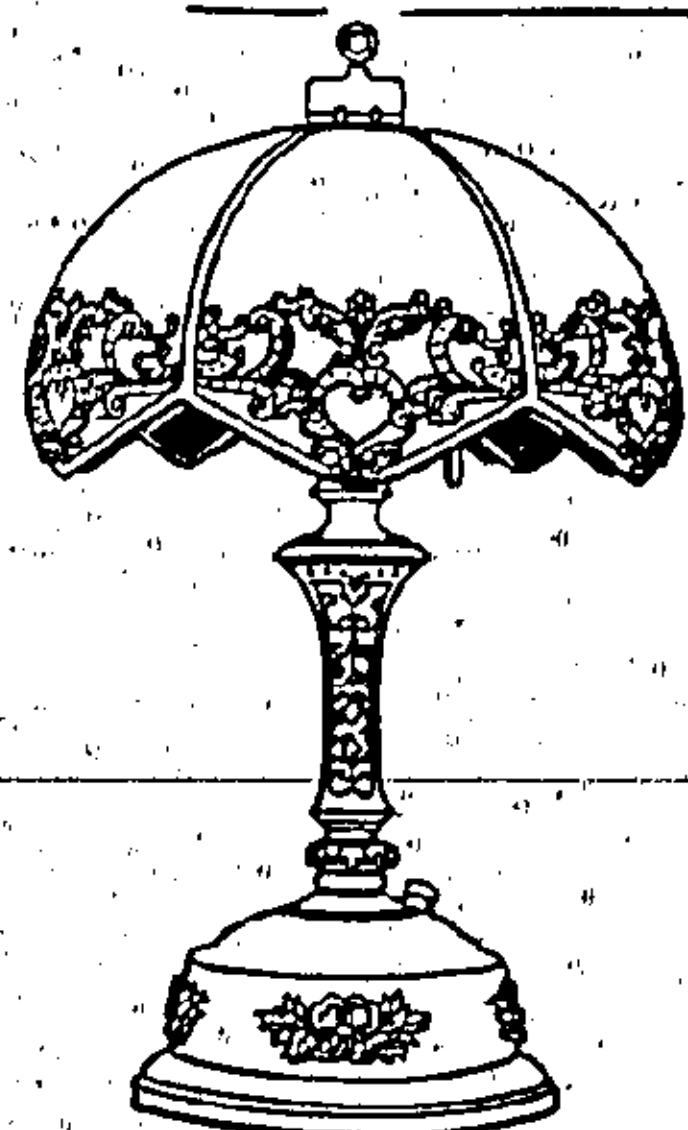
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OUR LONDON LETTER.

WHY BRITISH TROOPS ARE STILL IN RUSSIA.

[FROM OUR OWN CORRESPONDENT.]

London, September 3rd.

The position with regard to Russia remains somewhat obscure. We have had official assurances on behalf of the Government that we are not going to prosecute extensive military adventures in that country. More recently Mr. Churchill specifically stated from his place in Parliament that the British Army in Northern Russia was being evacuated, but he added that very wide discretion must be allowed to the British Commanders as to how this operation is to be carried out.

Immediately following this announcement came the news of the sinking of three Russian warships off Kronstadt by British naval forces, and within the last few days messages have arrived in London telling of an advance by our troops towards Petrograd. Troops are also being dispatched from here ostensibly to help our men in Russia to get clear of the country. It, therefore, appears that at the time we are supposed to be definitely leaving Russia, we are in fact fighting and advancing towards the capital.

Critics of the Government policy find material in these happenings to throw stones at the Cabinet. There is also the question of expense, something like 80 millions having already been spent on the expedition to Northern Russia, both on our own account, and in support of Admiral Kolchak. All this huge expenditure, say the critics, is absolutely wasted; we have nothing to show for it. Moreover, the question is raised whether Kolchak is any better than Trotsky or Lenin. Although Britain and every other country which respects civilised usages and the sanctity of human life desire to see the downfall of Bolshevism, is it worth while for us to wage war in order to precipitate what must happen in any case? Bolshevism as a system of government cannot survive indefinitely in its present form.

WHAT OF THE FUTURE?

When it goes, the Russians will presumably discover the kind of democratic rule they can live under, and this will not be of necessity the brand of government for which Kolchak is the accredited champion. Stories have reached here which convey the impression that some of his methods are every whit as outrageous as those of the Bolsheviks. He is described as a reactionary. His triumph, it is said, might possibly result in robbing the peasants of the land they have taken, and in the restoration of the old bureaucracy, the officer class, the church, and the semi-feudal system represented by the land owning aristocracy—the system, in short, which went under with the downfall of Tsarism.

In America, I see, informed opinion has undergone a radical change respecting Kolchak and his aims. Organised Labour in this country, and also Liberal newspapers and politicians, are against our policy in Russia on general grounds. That policy, as I have said, has been formally announced—a policy of military withdrawal. But we are still fighting Bolshevism for all we are worth on land and sea. Truly it is a somewhat bewildering situation. And when one tries to discover what really are the internal conditions in Russia at the moment it is almost as futile as groping one's way round a dark cellar at midnight, trying to find a black cat which isn't there.

BEWARE OF GERMAN.

What is clear enough in so much that is otherwise obscure is the danger of an alliance between Germany and Bolshevism if the Trotsky-Lenin regime had been left unchallenged. There is good reason for believing that even now such a contingency is by no means unlikely if the "Red" remain in undisputed sway over the whole of Russia. The policy of the British Government may be costly, and from the purely selfish standpoint of immediate material advantages it may appear useless; but if it has so far prevented the Bolsheviks from throwing Russia into the arms of Germany then it is amply justified.

I believe on a sober review of the known facts that much can be definitely claimed for what we have achieved in Russia. The presence of British forces in the Murman region and in the Baltic were a guarantee to the anti-Bolshevik elements that they would not be abandoned to the wolves of anarchy masquerading as Democracy. We have done all that was possible, using Kolchak and Denikin as the best instruments available, and the ultimate issue, whatever it may be, must now be awaited with patience and with hope.

RETRENCHMENT BEGUN.

The strength of feeling in the country on the alleged lack of economy on the part of the Government to which I referred at length in my last article has had immediate effect. It has produced a letter from the Prime Minister in which he says "the time has come when each Minister ought to make it clear to those under his control that if they cannot reduce expenditure they must make room for somebody who can. That is the public temper, and it is right. Official heads of departmental branches can always find admirable reasons for not reducing the personnel under their charge. They must be compelled."

This letter begins "My dear —" but who the Mr. Blank in this case is does not transpire. The Daily Mail, I heard, had a journalistic success in getting hold of the communication about other papers. To say the announcement has created a sensation in Whitehall is to put it mildly; it has produced consternation.

(Continued on page 7.)

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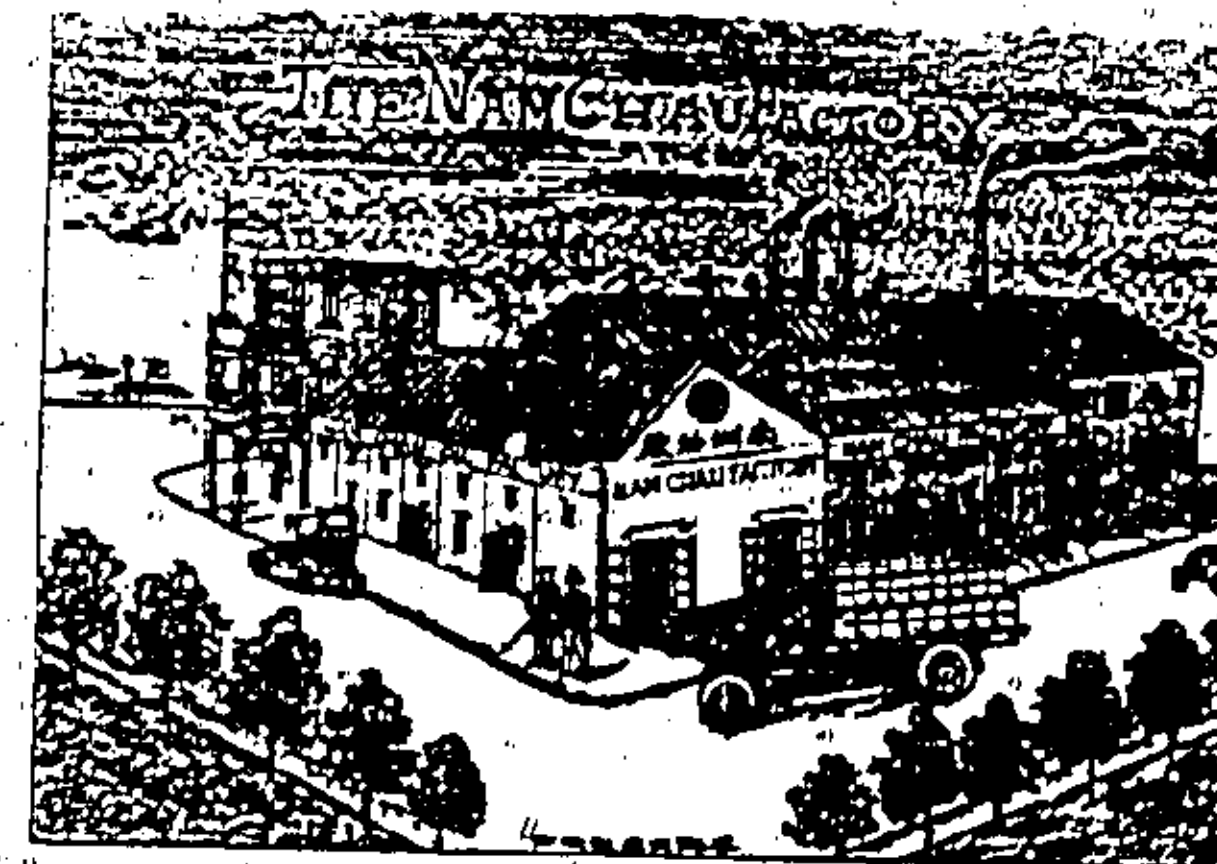
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OUR LONDON LETTER.

(Continued from page 6.)

This week has seen the beginning of a wholesale clearing out of the Government offices of vast numbers who found employment there during and since the war. In other directions public expenditure is being ruthlessly cut down, as, for example, on the Clyde, where war-ship construction has been ordered to stop. The yards are to change over as soon as possible to the building of merchant ships instead. The manufacture of war material on Government account, which has been continued since the Armistice, presumably to give employment, is closed down. In many other ways "Retrenchment" is the order of the day. There is evidence of frantic haste to "get busy" cutting down expenditure.

It makes one wonder why the good work was not begun earlier. Now the need for economy has all the appearance of a marvellous discovery by the Prime Minister, who will get the credit for everything that happens. As a matter of fact, the sudden zeal is the direct outcome of newspaper criticism, and a proof—if, indeed, such were required at this time of day—of the irresistible power of the Press.

CALL TO LABOUR.

An excellent impression has been created by Mr. Brownlie's call to Labour. Mr. Brownlie is the Chairman of the Executive Committee of the Society of Engineers, the wealthiest and most powerful Trade Union in Great Britain, and he wrote a letter within the week to Mr. C. W. Bowerman, Secretary of the Parliamentary Committee of the Trade Union Congress, in which he said:

"Unless production can be rapidly increased there can be nothing but political, moral and economic chaos, finally interpreting itself in a loss of life on a scale hitherto undreamed of. No economic policy will bring food to those stomachs or fuel to those hearths that does not secure the maximum production. There is no use of tears over high prices; they are to a great degree a visualisation of insufficient production."

Further, Mr. Brownlie called upon the Parliamentary Committee "as the most representative and responsible body of Trade Unionists in the country to give the workers accurate and reliable information." "The mere raising of wages," he says, "without an increase in production of the necessities of life is no solution of the difficulty."

THE MODERATE MEN ON TOP.

The significance of the foregoing is not merely that it contains sound economic doctrine, but that it is an unmistakable sign that the true leaders of organised Labour in the country are again assuming the control and direction of the Labour movement. During the war and also in recent months they were temporarily ousted from their rightful position of leadership by violent fanatics who were out for strife in the present and revolution in the future. Where are the extremists now? The mass of workers refused to follow them, and they have gone down. Probably they will bob up again if there is half a chance; but they have no followers. That is the essential fact. It is the fact to be noted in these days of unrest after the war.

Unlike politicians, economists, and journalists who have been telling working men that salvation lies in increased production as the only way to make good the appalling wastage of years of warfare, Mr. Brownlie is not suspect when he says the same thing in his own time and way. He cannot be accused of bolstering up Capitalism. And already his letter is productive of good. This is seen by the agreement reached this week between the workmen of three great industries and their employers. The powerful engineering and shipbuilding trades, the engineering industry, and the woollen textile industry have decided—the men on the one part, and the employers' Federation on the other—to consider the question of shorter hours and increased wages in relation to the economic condition of these industries. In the meantime production is to be speeded up.

HOPEFUL OUTLOOK.

It is agreeable to be able to call attention to this subject and point to the prospect of a better feeling between Capital and Labour. The spirit of sweet reasonableness on both sides indicated by the willingness to discuss production, hours, and pay with due regard to the position of the particular industry is decidedly hopeful.

Altogether there is evidence which I cannot go into in detail now with regard to the return of sanity in the industrial world. The workers are beginning to understand the position of the country in relation to trade at home and abroad. They are seeing for the first time—dimly, perhaps, but seeing all the same—that high wages are not the cure for the high cost of living. If the pound sterling is only worth 8s. 6d., in purchasing power it is, they realise, because we are consuming more than we produce at home, and are buying goods from abroad in excess of the goods we export, and that this latter fact is responsible for the foreign exchanges being against us.

If our politicians had only made these facts clear to the people earlier instead of finding excuses for lavish expenditure in various directions, a great deal of the trouble that has taken place with Labour would have been avoided. Government in this country has only to tell the people what the position is, and the people will not let England down. They proved this during the war. They can be trusted to prove it again.—H.B.

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PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following Euxine Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM"	...	About	Oct. 20th.
"SEATTLE SPIRIT"	...	About	Nov. 10th.
"WHEATLAND"	...	About	Nov. 11th.
"ENDICOTT"	...	About	Nov. 17th.
"ELKTON"	...	About	Nov. 19th.
"WESTERN KNIGHT"	...	About	Dec. 7th.
"ELDRIDGE"	...	About	Dec. 10th.
"EDMORE"	...	About	Dec. 24th.

For PORTLAND direct.

"WEST HARTLAND"	...	About	Nov. 10th.
"WABAN"	...	About	Nov. 15th.
"CLOCKSON"	...	About	Dec. 1st.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HOTEL MANHATTAN.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE &
ELECTRIC WELDERS.
MECHANICAL &
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Feet
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

TEL. ADDRESS: "TAIKOODOCK," HONGKONG.
TELEPHONE No. 212.

Cable Flag: "C" OVER ANG. PENHANT.

BUTTERFIELD & SWIRE,

AGENTS,

HONGKONG, CHINA, & JAPAN.

NOTICES TO CONSIGNEES

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MINERIE"

having arrived. Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after October 17th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before October 24th, 1919, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on October 18th, 9 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.

Hongkong, October 16th, 1919. [1372]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF FLORENCE"

having arrived. Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd October will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th October, 1919, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 18th October, at 9 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, October 13th, 1919. [1393]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG"

having arrived from above ports. Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 23rd, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 16th, 1919. [1398]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for S. Asian, American, Continental, and South African Ports.

THE Home Mail Steamer

"DUNERA"

carrying His Majesty's Mail, will be despatched from this port about NOVEMBER 13th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer, proceeding to Bombay and there transhipped to the on-going Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—

MACKINNON, MACKENZIE & Co., Agents.

P. & O. S. N. Co.

Post Box 112, 22 Des Voeux Road Central.

AMERICAN & ORIENTAL LINE.

S.S. "NANERIC"

will leave for NEW YORK via Panama Canal on OCTOBER 28th.

For freight apply to—

THE BANK LINE, LTD.,

General Agents.

[1354]

SHIPPING NEWS

ARRIVALS

October 17th.
Stanley, American str., 4,522 tons, Capt. Joyce, from Shanghai, with a general cargo. — Grindley & Co.
October 18th.
4th Maru, Japanese str., 3,675 tons, Capt. Shibata, from Melbourne, with a general cargo. — N.Y.K.
Albatross, Chinese str., 300 tons, Captain Lung, from Hainan, with a general cargo. — Chiat On & Co.
Cheong, British str., 1,351 tons, Captain H. E. Laves, from Canton, with a general cargo. — B. & S.
Cheong Shing, British str., 1,266 tons, Capt. Cortland, from Canton, with a general cargo. — J. M. & Co.
Fushiki Maru, Japanese str., 1,063 tons, Capt. Hashimoto, from Muko, with a cargo of coal. — M.B.K.
Kunming, French str., 177 tons, Captain Pannier, from Pakhoi, with a general cargo. — Song Kw.
Kwangtung, Chinese str., 1,355 tons, Capt. C. Stewart, from Canton, with a general cargo. — C.M.S.N. & Co.
Shiraga Maru, Japanese str., 1,937 tons, Capt. Mori, from Moji, with a general cargo. — N.Y.K.
Sun Tak, Portuguese str., 1,145 tons, Capt. Carneiro, from Quinhon, with a cargo of salt. — Chap, Chong.
Tao So Ma, Chinese str., 402 tons, Capt. Lengos, from Swatow, with a general cargo. — Yau Fat.
October 19th.
Burrumbidgee, British str., 1,561 tons, Capt. Watson, from China Wan Tuo, with a cargo of coal. — Dodwell & So.
Hawdon, British str., 1,183 tons, Capt. A. H. Stewart, from Swatow, with a general cargo. — D. L. & Co.
Hokoku Maru, Japanese str., 2,260 tons, Capt. Suzuki, from Moji, with a general cargo. — Dodwell & So.
H. T. Jefferies, British str., 3,360 tons, Capt. Thomson, from Moji, with a general cargo. — D. & O.
Koya Maru, Japanese str., 830 tons, Capt. W. Imetani, from Keelung, with a cargo of coal. — O. S. K.
Kueichow, British str., 1,220 tons, Capt. E. L. Jones, from Tientsin, with a general cargo. — B. & S.
Kwang Sang, British str., 1,425 tons, Capt. Woodgett, from Canton, with a general cargo. — J. M. & Co.
Nam Kwei, Chinese str., 493 tons, Capt. Thirlwell, from Haiphong, with a general cargo. — Wo Fat & Co.
Nasim Maru, Japanese str., 881 tons, Capt. S. Shirohita, from Keelung, with a cargo of coal. — Fukukawase & Co.
Tijndals, Dutch str., 2,593 tons, Capt. J. D. Van Buren, from Japan, with a general cargo. — J. C. J. L.
Tutani Maru, Japanese str., 2,021 tons, Capt. Matsushita, from Singapore, with a general cargo. — N. Y. K.

SHIPPING MOVEMENTS.

The R.M.S. *Monteagle* left Moji on October 18th, and is due at Kobe on October 19th.
The N.Y.K. s.s. *Kosoku Maru* (Bombay line), left Bombay for this port direct on October 17th, and is expected here on November 7th.

PASSENGERS.

DEPARTURES.

Per s.s. *Albatross*, on Oct. 18th: —
Mr. S. S. Sinclair, Mr. M. Hellstrand, Mr. F. W. Pitt, Miss E. Mason, Miss Davies, Mrs. E. J. Thomas, Dr. L. Van Delden, Miss Thomas, Mr. C. W. W. Walshe, Mr. E. J. Thomas, Mr. F. W. Wall, Mr. and Mrs. H. L. Moss, Mr. H. Mitchell, Mr. T. A. McIntyre, Mr. and Mrs. C. Balfour, Mr. H. Coombs, Mr. and Mrs. McLean, Mr. Sallatna, Mr. W. A. Crosby, Mrs. W. A. Cooke, Mr. T. Crosby, Mr. A. W. Cooke, Mr. R. Page, Mrs. C. Gerner and Miss C. Atkinson.
Per s.s. *Cheong*, on October 19th: —
Mr. Prahl, Mr. H. W. Dean, Mr. and Mrs. F. Reichmann, Mr. D. O. Watling, Mr. R. B. Smith, Mrs. Leigh, Miss Murdoch, Mrs. N. L. Smith and Mr. J. K. Wu.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the Great Northern Telegraph Company's office at Hongkong: —
ADDRESSES FROM
Nagasaki Osaka
Robert Carter St. George Kobe
Hotel Shanghai
Cheong Cheong Hoon West St. Shanghai
Fakuwaya Kobe
Oale Kobe
Townsend Kobe
Chong Wah Tea Club Amoy
Wong Fong Yee, Tai On Chan Chafoo
Hotel Shanghai
285 Shanghai
Poon Taw Yin, Asia Hotel Shanghai
Yangshingtuck Shanghai
Kailing Amoy
Hengsoong Kobe
Fosonghang Taipeh
Sinkongkub Kobe
Changyu Tientsin
Yikhechan Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong: —
ADDRESSES FROM
All trades London
Dab Paris
Annin, Astor House Hotel Hextable
Piri Batavia
Produce Saigon
Wise Surat
Wilson London, P.O.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 18th

	Previous Day	On Date	On Date
	at 2 p.m.	at 4 p.m.	at 8 p.m.
Barometer	29.83	29.88	29.88
Temperature	75	75	75
Humidity	67	72	64
Wind Direction	East	East	East
Force	5	4	4
Weather	0	0	0
Rain	—	—	—

Highest open-air temperature on 18th... 77
Lowest open-air temperature on 19th... 74

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	25th Oct.	1st Dec.	10th Dec.
"KHIVA"	1st Nov.	3rd Dec.	18th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

For BOMBAY VIA STRAITS & COLOMBO.

SS.	Leave Hongkong about	Due Bombay about
"DUNERA"	12th Nov.	29th Nov.

For CALCUTTA VIA STRAITS & RANGOON.

SS.	Leave Hongkong about	Due Calcutta about
"JAPAN"	22nd Oct.	13th Nov.

For SHANGHAI MOJI KOBE, etc.

SS.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	21st Oct.	30th Oct. (Kobe)
"DUNERA"	24th Oct.	28th Oct. (Shanghai)
"NOVARA"	7th Nov.	21st Nov.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24ft. x 24ft. x 11ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
22, Des Vaux Road Central HONGKONG. MACKINNON, MACKENZIE & CO., Agents.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports		2nd Nov. Noon

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
A fully qualified Surgeon and Stewards are carried on each vessel.
For Passage Rates and further particulars, apply to
972 GIBB, LIVINGSTON & CO., AGENTS.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EURYMEDON"	via Panama	30th Oct.
"EURYCLOCHUS"	via Panama	30th Nov.
"CITY OF NEWCASTLE"	via Panama	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For freight and particulars apply to —
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN, via WEIHAIWEI and CHEYOO	"CHEONGSHING"	Mon., 30th Oct., 2 p.m.
KOBE	"FOOESANG"	Mon., 30th Oct., 5 p.m.
SHANGHAI	"KWONGSANG"	Tues., 31st Oct., 11 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Thurs., 23rd Oct., 3 p.m.
SANDAKAN	"HINSANG"	Fri., 24th Oct., Noon.
MANILA	"YUENSANG"	Fri., 24th Oct., 3 p.m.
MANILA	"LOONGSANG"	Fri., 31st Oct., 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Haiphong when inducement offers.

BOHNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chafoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS, All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
JARDINE, MATHESON & CO., LTD.,
Telephone No. 215.

LLOYD TRIESTINO S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA" S.S. "AFRICA"

For freight or passage apply to—

DODWELL & CO., LIMITED,
Agents.

CP OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS	From	Due
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 28
Empress of Asia	Nov. 27	Dec. 15
Monteagle	Dec. 19	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Feb. 25	Mar. 17
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 22
Empress of Japan	Apr. 21	May 12
Empress of Russia	May 6	May 24
Monteagle	May 29	June 21
Empress of Asia	June 3	June 21
Empress of Japan	June 16	July 7
Empress of Russia	July 1	July 19

Passage Fares Hongkong to United Kingdom.

Empress of Russia 16,850 Tons Reg. Gold 8,000 Tons Reg. Gold 8,485

Empress of Asia 16,850 Tons Reg. Gold 8,000 Tons Reg. Gold 8,485

Empress of Japan 16,850 Tons Reg. Gold 8,000 Tons Reg. Gold 8,485

Fares & sailings subject to change without notice.

For Fares and other information please apply to Hongkong Office, Telephone 222. Cable address: GACANPAC.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Goings) will leave the Sai Kung Wharf (Connaught Road West) for WUCHOW via West River Ports on October 20th.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO.,

1st Floor Hotel Mansions,

or Messrs. THOMAS COOK & SONS,

Passenger Agents.

1213

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	20th Oct.
"CARMARTHENSHIRE"	31st Oct.
"GLENGYLE"	4th Nov.
"GLENAPPE"	15th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENAPPE"	18th November	GENOA & LONDON
"CARMARTHENSHIRE"	30th November	LONDON & ROTTERDAM
"CARDIGANSHIRE"	23rd November	GENOA & LONDON
"CARMARTHENSHIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

(The Glen Line, Ltd.)

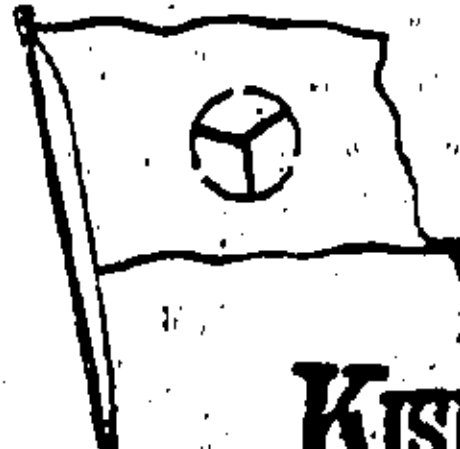
AGENTS: The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

117

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANTO MARU No. 1...	REGULAR SERVICE FOR
NANTO MARU No. 2...	FREIGHT BETWEEN
NANTO MARU No. 3...	HONGKONG, BANGKOK
BODEGAURA MARU...	AND OR
KYODO MARU No. 12...	SINGAPORE
TAMON MARU No. 1...	
ASOBAN MARU...	
CHIEHAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agents.

For Floor, King's Building.

118

Cable Address:

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sannomiya

3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP: Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUKATA

Managing Director: Mr. MATSUYA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Kobe.

1240

FOR NEW YORK.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

will be despatched for NEW YORK via SUEZ CANAL on or about
December 1st.

For Freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents

1125

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to KILKA, DELAGOA BAY, DURBAN (SOUTH EAST LONDON, PORT ELIZABETH and AFRICA) with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to KILKA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RUEPPAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"LUCHOW"	On 21st Oct., 10 A.M.
SHANGHAI	"SHANTUNG"	On 21st Oct., Noon.
YENAIWEI, CHENGSOO & TIENTSIN	"KUEICHOW"	On 22nd Oct., 3 P.M.
SHANGHAI	"SUNNING"	On 23rd Oct., Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 23rd Oct., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days).

"HAITAN" ... Capt. A. H. Stewart ... WEDNESDAY, 22nd Oct., at Noon.

"QUINNEBAUG" ... Capt. J. Medina ... FRIDAY, 24th Oct., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

3

PACIFIC MAIL S.S. CO.**U.S. MAIL LINE.**

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.
S.S. "ECUADOR"	Dec. 31st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICE, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 51 COMPANY'S OFFICE 15 Alexander Building, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Leave Marseilles about	Due at London about
PRINZESSIN ...	25th October	1st Dec.	10th Dec.
KHIVA ...	1st November	3rd Dec.	12th Dec.
NOVARA ...	7th Dec.	8th Jan.	17th Jan.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA ...	1st Nov.	29th Nov.

FOR

CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
JAPAN ...	22nd Oct.	13th Nov.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR ...	21st Oct.	30th Oct. (Kobe)
DUNERA ...	24th Oct.	28th Oct. (Shanghai)
NOVARA ...	7th Nov.	1st Nov.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Company's (S. up to Noon on the day previous to sailing).

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSWAMI & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 a.m.
HAIBIMA MARU	Saturday, 22nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAGA MARU	Friday, 31st Oct., at Noon.
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MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Saturday, 25th Oct., at 11 a.m.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.**BOMBAY & COLOMBO via Singapore.**

SHINRYU MARU	Monday, 20th October.
TENSHIN MARU	End of October.

CALCUTTA & BANGKOK via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 22nd Nov., at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU	Monday, 20th Oct., at 11 a.m.
TOTOMI MARU (omitting Shanghai)	Monday, 20th October.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam etc.)

DELAGOA MARU (London, Antwerp & Rotterdam)	Saturday, 25th October.
TOYOOKA MARU (Marseilles & Liverpool)	Thursday, 30th October.

For further information apply to—NIPPON YUSEN KAISHA, 22 YASUDA, Manager.

Telephone Nos. 291 & 32

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	Oct. 29th
PERSIA MARU	8,000	Nov. 14th
KOREA MARU	20,000	Nov. 26th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
NIPPON MARU	11,000	Dec. 5th
TENYO MARU	23,000	Dec. 18

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,000	Jan., 9th, 1920

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" ... 20,000	On or about 29th Oct
	"ANDRE LEBON" ... 20,000	On or about 10th Nov.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAID, SUEZ	"PAUL LECAT" ... 20,000	On or about 2nd Nov.
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SHANGHAI ... "SUHARNHORST" ... On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service, via Singapore, and Port Said.

"CELEBES MARU"	Thursday 30th October
"ALPS MARU"	End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Middle of November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Wednesday, 22nd October.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCLAND, N.Z. and ADELAIDE.

"MADRAS MARU"	Middle of November
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Thursday, 13th November.
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JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamer have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU"	Thursday, 23rd Oct., at 9 a.m.
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For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

16,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"

Nov. 4th, Nov. 22nd, Dec. 27th.

[An unsurpassed high-class passenger service.]

O. H. BUTTER Freight and Passenger Agent.

Price's Building, 100 House Street, Tel. 1943

